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HOUSTON DAILY POST.

XVIII YEAR—NO. 178.

HOUSTON, TEXAS, SUNDAY, SEPTEMBER 29, 1901.

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MISS STONE'S IMPRISONMENT.

She Is Still Held for Ransom by the Turk- ish Brigands.

Paris, September 28.—A Paris newspaper correspondent sends word to the Figaro, on the staff of which he is employed, that he has just returned from a visit to Miss Stone, of the American Board of Foreign Missions, who is held by brigands in a mountainous region of Turkey. The correspondent writes that he succeeded in locating Miss Stone in an almost inaccessible mountainous dell. The chief of the outlaw permitted the correspondent to see Miss Stone and talk with her. Miss Stone told her visitor that she had been treated with exceeding courtesy ever since her capture. Two brigands were detailed to act as her personal servants, providing her with good food and showing her every attention. The brigands had instructions to obey her merest whim, and to show with what degree of consideration she was treated. She told the newspaper man that, having exhausted all of the funds for her ransom, she had said that she wished she had more. The decision was reported to the chief of the brigands, who once posted a courier off to Constantinople to secure a supply for her. This meant a week of steady traveling by mule over dangerous and rocky mountain paths. The leader of the brigands told the correspondent that unless a ransom of \$100,000 was forthcoming within thirty days Miss Stone would either be put to death or compelled to marry one of the bandits. It is believed that the bandit will keep his word.

THE BANKRUPTCY LAW

A DISCUSSION OF THE PROPOSED AMENDMENTS

Which Have for Their Object the Prevention of Fraud on the Part of the Debtors.

New York, September 28.—Hon. E. C. Brandeburg, assistant attorney general of the United States, on the invitation of the merchants' association, attended a recent conference at the rooms of the association, where he met representatives of a number of houses in New York in different lines of trade for the purpose of discussing the effect of the present bankruptcy law and the effect of suggested changes therein. This conference was held as the result of correspondence conducted for some time between the association and Mr. Brandeburg on this subject. It was felt that the views held by Mr. Brandeburg on this matter could be better communicated and better results arrived at by his presenting them personally. The association thereupon asked him to come to New York as its guest. Mr. Brandeburg said that the bill of Representative Ray of this State, amending the law, has re-

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THE COLUMBIA WON.

But the Finish of the Race Was a Close and Exciting One.

ONE MINUTE AND TWENTY SECONDS,
CORRECTED TIME.

The Racers Were Almost Abeam Throughout the Greater Portion of the Thirty-Mile Race—The British Sloop Is a Splendid Boat.

First race—No result; didn't finish to time limit. (Columbia finished first.)
Second race—Columbia won by 1 minute 20 seconds.
Third race—Takes place Tuesday, October 1.

New York, September 28.—In the closest and most stirring race ever sailed for the old America's cup, the white flyer Columbia today beat the British challenger over a windward and leeward course of thirty nautical miles by the narrow margin of thirty-nine seconds. As Lipton's latest aspirant for cup honors must allow the defender forty-three seconds on account of the extra eighty-three square feet canvas in her sail area, the official record, under the rules, gives her the victory by one minute and twenty-two seconds.

As a spectacle the contest was superb. From the time the two sky-scraping racers started the starting line until they finished four and a half hours later, the result was in doubt and the excitement aboard the excursion fleet increased until men became frenzied and women almost hysterical. So evenly matched were these two scientific racing machines that never after they had started were the rival skippers out of each other's hail and more than three-quarters of the time they were so close that Charlie Barr, who had the wheel aboard the American boat, could have tossed a biscuit to Captain Sycamore on the Shamrock. For miles, as they beat their way to the outer mark, the black shadow of Shamrock's huge club topsail was painted on the big main-sail of the Columbia and for an hour on the run home, with the two yachts flying like scared deer before the wind, they ran almost abeam to abeam. As though they had been harnessed together.

The memory of the races between the Genesis and the Puritan in 1857 and Lord Dunsay's first Valkyrie and the Vigilant in 1893, which have been treasured by yachtsmen up to this time, will be forgotten after the magnificent duel of today. It will live forever in the memory of those who witnessed it. In the years to come the British boat is the ship that sailed over to these waters to lift the 100 guinea cup which the old schooner America brought across the Atlantic fifty years ago, and that the superiority of American seamanship and American naval architecture as represented by the defender to be established. The quality of a sailing ship is measured by her ability to carry her way into an adverse wind and in the dilemma she is placed in today the golden challenger gained thirty-one seconds while on the run home her lead was eaten up and the Columbia crossed the finish line exactly thirty-seven seconds before the Shamrock.

It must be remembered, however, that the challenger had the weather gauge in the boat to windward, an immense advantage, and the nautical experts said after the race that during the outward journey she had been sailed to absolute perfection, while before the wind the American yacht not only showed a dexter pair of heels, but in the opinion of the sharps was handled better.

Disappointed by the fluke of Thursday, the crowd which sailed down to Sandy Hook lights today was somewhat smaller than on the opening day, but even so the colony of steamers, steam yachts, tug-boats, sailing vessels and excursion craft of every description formed an angle at the starting line miles long.

It was an ideal day for a race. The start was thrilling. The yachts bounded away across the line like a couple of runaway horses, the challenger half a length ahead and to windward. In the maneuvering before the start Captain Sycamore had given the wily Yankee skipper a genuine surprise, returning a Roland for the Oliver he received on Thursday. Just when Barr thought he had him under his lee the Englishman denuded his way and then luffed under the Columbia's stern into the weather berth.

This victory for the Shamrock at the very inception of the race the Columbia could not overcome in the long beat to windward. The two big yachts were an inspiring sight to the spectators as they plunged seaward, pouring great fountains of spray from their bows and drenching the crews lined up along the weather rail. They heeled to the windward until their lee rails were awash in the swelling, bubbling seas and from the windward side they showed yards of their bronze under-bodies. Neck and neck, tack and tack, they raced like a team of horses.

The vessels in the excursion fleet by this time were rolling badly. Many of the spectators were forced to the seclusion of their cabins and many others kept suspiciously near the rails.

The Yankee vessels were too polite not to pull their whistle cords, but the boats were not loud nor long, and the bands did not play "Columbia, the Gem of the Ocean."

But when the racers had spread their phoons, wing and wing, spinnaker, mainsail and balloon gibs, and the white flyer Columbia began to eat up the green water between her and the challenger, drooping spinnaker began to rise, and when the yachts got on even terms about half way home the bands began to play and the people raised a cheer. As they approached the finish line, Columbia leading by half a dozen lengths, all the pent-up enthusiasm burst forth.

About a quarter of a mile before they reached the line the golden boat blanketed the white one and for a moment she ran alongside and looked as if she would be first home. Cheers died in the patriotic throats.

Suddenly as the Columbia luffed off and got her wind clear she forgot ahead and "Come tearing down like mad. As she crossed, three lengths ahead, the enthusiasm broke out again with redoubled energy.

Every Yankee skipper grabbed his whistle cord and made a terrific din. Siriona wailed and the white steam jets made it look as if every ship in the fleet had broken her steam chest. The whole fleet seemed anxious to court the Columbia to her anchorage. Meantime the Shamrock had taken a few from the leader and dashed on ahead of the race and the steamers.

Shamrock starts, 11:00:14.
Columbia starts, 11:00:14.
Corrected time, 4:31:44.
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The next race will be over a triangular course, ten miles to a leg, and will be sailed next Tuesday morning.

When it was all over, Sir Thomas Lipton showed himself the thorough sportsman he is.

"Well," he said as he stood on the deck of the Erin, "that's one dot against us. I am just as hopeful as I was this morning, for I feel that if I only have a wind, I'm all right. It was a fair and square race, no fluke, but it was not Shamrock's day. We want a breeze that will put that deck six inches under water and then you'll see a race. But be sure of one thing—I was licked fairly today."

Captain Rob. Waring, who was on the bridge of the Erin at Sir Thomas' elbow, said: "If we get a fresh breeze we will lift the cup yet. A nine to twelve knot breeze is not what we want."

Captain Barr was much gratified over the victory.

"It was a close race, but a clean one," he said. "Wind conditions were perhaps not all that could have been desired, but such as they were our boat was never in danger, I believe, at any point."

Sir Thomas Lipton's steam yacht Erin narrowly escaped a serious accident when, just after the Shamrock and Columbia had rounded the turn, the United States revenue cutter Gresham collided with her. Both boats were doing patrol duty. The Gresham was in the hands of Commander Thomas B. Walker and the Erin, for the day, in charge of Lieutenant John Boedeker of the United States revenue cutter service. In starting to clear the cutter and the house wreck, the Gresham apparently tried to cross the bows of the Erin, there was evidently a misunderstanding of signals by the Gresham and it was too late when at last she tried to back out and the Erin put on full steam ahead. The revenue cutter struck the yacht a glancing blow on the port quarter thirty or forty feet from the stern. A plate was bent, some paint rubbed off and the rail bruised.

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